

Splendid Year Of Development For Arizona

Typical County Road Near Tucson, Arizona

(Continued from preceding page)

have constructed the road over this hill, and quoting Thos. W. Wilby, who is at present logging a trans-continental highway, and who recently passed over this section of the highway, in a letter says: "I think of that as a piece of good engineering, with its easy grades, its overhead ditching and its fine system of catch basins and culverts. This highway is as good as any work I have seen in the Alps." This is quoted to show that Arizona is doing proper work. This road then successfully ascends and descends mountain ranges for a distance of 400 miles, with the south boundary of the territory reached, at an elevation above sea level of 4000 feet.

The East and West Road.

The East and West highway is equally mountainous, and A. L. Westgaard, a noted automobilist, said that when he first logged this route, the scenery from the east boundary of the territory to Phoenix could not be excelled in the European countries. This highway passes by the Roosevelt dam, where one of the largest masonry dams in the world now forms the beautiful Roosevelt lake, a project which has cost more than ten million dollars, and which will reclaim a quarter of a million acres of land. This road is an important link of the

trans-continental highway, which will lie within the state of Arizona and will furnish varying scenes as each mile is reached off. This east and west highway will be about 500 miles in length.

It was optional with the bears as to the amount of taxes levied, and its members did not deem it wise to levy the maximum amount. The years 1919 and 1921 yielded only \$202,000, not a sum commensurate with the amount of work to be done but a sum with which a beginning could be made, and the good roads germ established, and this has been done. Arizona has now completed to the east 120 miles of good roads in different parts of the state, trying to bridge over the impossible sections, and also in sections where it would act as an object lesson for the people.

In addition to the roads, the several bridges are a very important part of the work. One reinforced concrete bridge, 700 feet long, is across the Gila river, and there is in course of erection a beautiful concrete steel bridge, 1500 feet long, of arch ribs of 125 span and open spandrel construction.

Grading is Expensive. The great expense attached is grading. In some of the heavy mountain work, road grading has run up to as high as five to seven thousand dollars per mile, but the average cost to date is about \$2000 per mile. The construction of the bridges with convict labor has greatly lessened the cost. The state built the 700 foot concrete bridge across the Gila river largely with convict labor, and is building the 1500 foot Tempe bridge exclusively with convict labor, save for three engineers

and one general foreman, Mr. Girard thinks this will be the solution of the road problem in Arizona. "We can take 200 of these men and build on an average one mile of road per day, which in ten years would mean nearly 4000 miles of road, which would mean more to the territory than the present income of our wealth of mines," he declares.

A great deal of the labor, and it is of the best character, is the Indian," he continues. "We have hundreds of them working on our roads today. On one of my recent inspection tours, the engineering party had in its make up two Indians. Passing over the grades and having occasion to speak to the foreman of the gang, I found him to be an Indian, a Carlisle boy. On inquiry I found he was a proud painstaking worker and with ambition to do good work. And it is also the Indian who will help us with out road building.

Proper drainage is the most necessary requirement. On account of the torrential character of the rains, the waterways must necessarily be large and numerous.

Reasons For Road Building.

Mr. Girard gives some of the reasons for building Arizona's roads aside from those of commerce. He says: "When De Narvaz, in 1520, with his little band of followers made that memorable march through what is now Arizona, he little dreamed that his foot steps would mark a portion of a future trans-continental highway, and, although beset with difficulties which seem insurmountable in the present age and time, the incomparable beauty and grandeur of the strange world he

met on every side was so great that he could not turn back. And so it is today, the beauty to be found on every side is such that the tourist is held in spellbound admiration. The asset of Arizona today does not lie in its mines, agriculture nor stock industry, but in the God-given climatic conditions and scenic wonders, which makes it possible to enjoy one's self the year round. The numerous scenic wonders demand the construction of roads in order that all may be permitted to enjoy their existence.

"We have within the confines of our state, a body of virgin pine timber, the largest in the United States, comprising an area of 20,000 square miles; mountain ranges with snow-capped peaks, some of which reach an elevation of 13,000 feet above sea level; plateaus covered with forage upon which graze countless herds of cattle and sheep, cover more than one-third the area of the state; beautiful mountain streams abound in fish; our forests are supplied with all kinds of game; cliff dwellings of a pre-historic race are a mecca for archaeologists. One of the recent finds was a building more than 700 feet long and three stories in height, in which as Dr. Fenkes, of the Smithsonian institute, naively put it, one could move in with a mere sweeping of the floor. There are natural bridges which excel anything of the character ever discovered, petrified forests with countless fallen trees, some of them over 200 feet in length, then we have the famous Montezuma castle and well; the well known Mohel or Hopi Indian villages where annually are held the snake dances, a sacred ceremony of thanks-

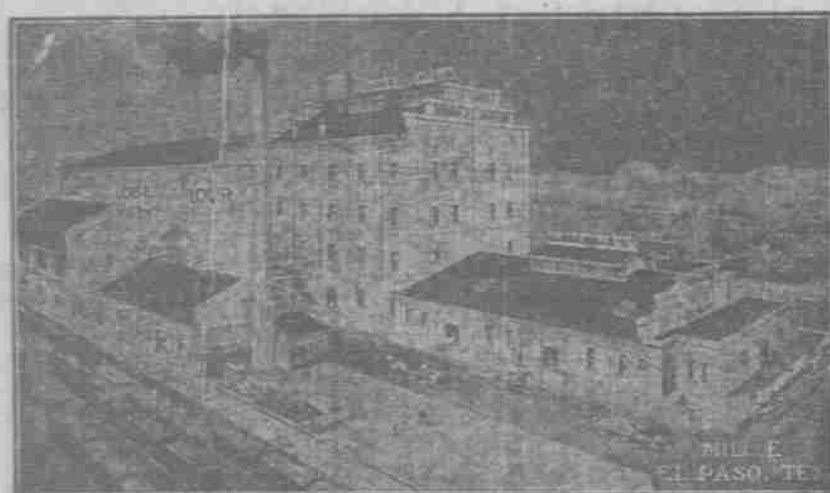


giving, than which there is nothing more weird; ice caves where stalactites and stalagmites are scintillating jewels; and that matchless wonder, the Grand Canyon, a gorge varying in width from one to twenty miles, 213 miles long, and in places more than a mile deep, of which it is impossible to paint a word or canvas picture."

The Mills Behind the Flour

The Globe Grain and Milling Company, operating a string of modern fire proof mills in California, looking for a distributing point to reach the growing trade of West Texas, Arizona and New Mexico, chose the city of El Paso because of her commanding location and built the third largest of its mills here. The El Paso plant was completed about 2 years ago.

Below is shown each of the six Globe Mills—all equipped with every mechanical device and embodying all the best and latest ideas of the greatest mill builders in the United States, built of steel concrete and metal throughout. These mills have set a new standard for western made flour. Our product is tested daily by a corps of experts who inspect with the closest possible scrutiny which insures the keeping of the flour to the highest possible standard.



MILL—E, EL PASO, TEX. Established 1909.

Capacity: 400 Bbls. Flour. 100 Tons Feed.

THE only one of the Globe Mills outside of California. Built of steel and concrete along the same modern lines as our other mills, equipped with the same modern machinery, producing the same superior flour. Since the construction of this plant dealers throughout West Texas, Arizona, and New Mexico are now supplied with superior flour, feed and grain, which reaches them in but a few days. The winter snow blockades of the north are not the bugbear they were in the past, and dealers handling GLOBE MILLS FLOUR need never fear being caught without a supply on hand.

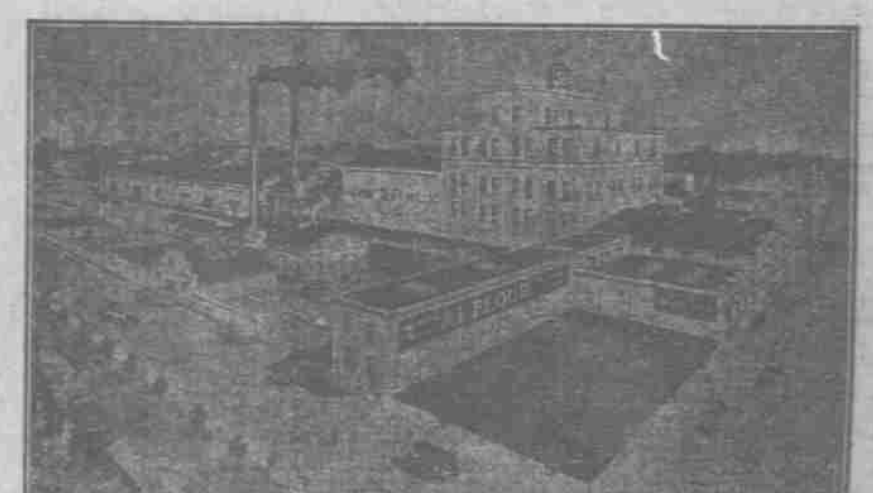


MILL—C, SAN FRANCISCO, CAL. Established 1904.

Capacity: 1600 Bbls. Flour. 150 Tons Feed.

THE first modern mill to be built in San Francisco was destroyed by the earthquake and fire of 1906—and was the first mill to be rebuilt after the conflagration. It is constructed entirely of steel brick and concrete—modern in every detail—and has created a name and a place for GLOBE MILLS FLOUR in the Northern part of the State.

This mill proved to the retailer of San Francisco that flour could be sold at a profit, and was instrumental in creating the slogan of "San Francisco Made Products for the People of San Francisco."



MILL—A, LOS ANGELES, CAL. Est. 1898. Rebuilt in 1911.

Capacity: 1000 Bbls. Flour. 150 Tons Feed.

THIS, the home mill, where Globe Mills Flour originated and which has made possible this chain of splendid mills, is the oldest and also the newest of our mills—having just been entirely rebuilt and capacity doubled.

It is not an old mill remodeled—but absolutely new from foundation to top. It is fireproof throughout, class "A" construction, and is equipped with every modern device which can contribute to the quality of GLOBE MILLS FLOUR. It is bright and clean as a new pin and spotlessly white inside and out.

Here is located the home office, which controls the destinies of the Globe Mills.



MILL—D, WOOLAND, CAL. Established 1905.

Capacity: 250 Bbls. Flour. 50 Tons Feed.

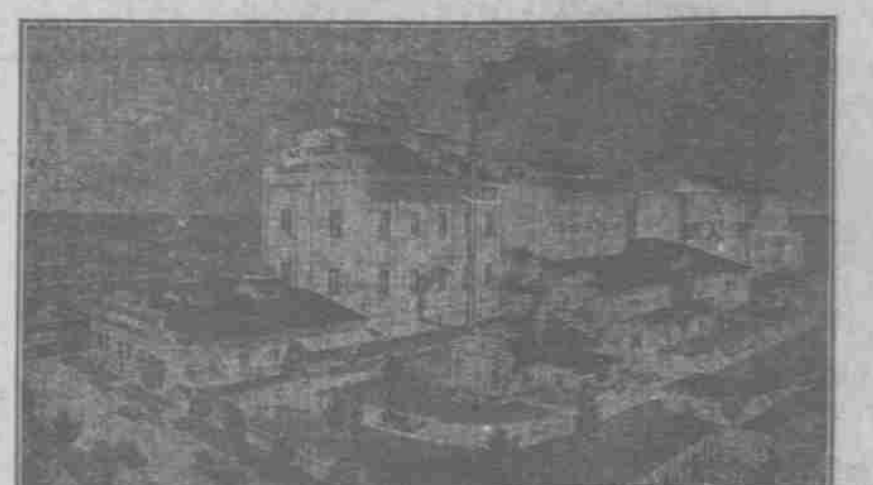
ANOTHER concrete and metal mill in the Globe Mills chain of six. Here the splendid "GLOBE MILLS" FLOUR is made as in all the other six mills. A spotlessly clean mill, with all modern equipment.



MILL—F, SAN DIEGO, CAL. Established 1910.

Capacity: 350 Bbls. Flour. 60 Tons Feed.

THIS is the youngest of the "Globe Mills" family. Also built of steel and concrete and equipped to turn out flour and feed of perfect quality. A modern mill—a model of cleanliness.



MILL—B, COLTON, CAL. Established 1903.

Capacity: 280 Bbls. Flour. 75 Tons Feed.

THIS modern mill is kept busy supplying the flour and feed needs of this particular territory. As in all the Globe Mills, this one turns out a product of superior quality, including the "GLOBE MILLS" FLOUR.

GLOBE MILLS

Use Globe Mills Flour and Help the Southwest Grow. In What Other Section Are You Interested? Every Sack Guaranteed.